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Correspondents must forward their names and address with communications addressed to the Editor, not for publication, but as evidence of good faith.  
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## BIRTHS.

At the Gordon Hall, Tientsin, on Thursday, the 28th June, the wife of W. A. BRADLEY, of a daughter.  
At 30, Quinsan Road, Shanghai, on the 16th inst., the wife of R. D. WATT, of a daughter.

## The Daily Press.

HONGKONG, July 21st, 1900

Spirit of the ingeniously constructed case laid before the Powers by the Chinese Government through the medium of their ambassadors abroad, an admirable translation of which we reproduced on the 19th inst. from our Shanghai morning contemporary, there is continually growing evidence of the fact that the Peking Authorities have been neither blind nor helpless during the growth of the I Ho Chuan bluster. When they stated that the local "authorities" concerned failed to awake to the seriousness of this movement or to suppress it in its infancy they forget to add that they were repeatedly warned by the Foreign Ministers of the nature of the agitation, and that they took no measures to compel the local authorities to repress the movement. In the specious account of the admission of the foreign guards to Peking and the bad feeling alleged to have been created by some of these soldiers endeavouring to enter the Tung-hua Gate of the Prohibited City, it is sought to make it appear that the foreigners were themselves responsible for the fate which we fear has overtaken them, and that the Imperial Government were powerless to stem the tide of disorder and prejudice which had got utterly beyond their control. Even the dastardly

and unprovoked murder of Baron von KETTERER, the German Minister, this Decree seeks to show, was accidental and due to his own obstinacy, for it states:—"It appeared that the German Minister had the day before notified by letter the Tsungli Yamen that he was going there the next day, but that owing to constant disturbances occurring on that route the Ministers of the said Yamen refused to consent to a meeting with the said German Minister on that day." This is a transparent attempt to shift responsibility. If the Tsungli Yamen knew the route was so dangerous why did they not warn the Minister, who could then have taken his Legation Guard to protect him, or he could have requested an escort of Chinese Imperial troops, of whom there were thousands in the capital? Instead of declining to receive the Baron—if they really did decline to do so, which seems improbable, as His Excellency would hardly have attempted to make the call under such circumstances—why did they not ask him to proceed by another route or send a strongly armed guard to escort him on that taken on the fatal occasion? It is mere nonsense to pretend that they had not the power to control the mob or to prevent the Imperial troops from joining the Boxers and directing cannon on to the Legations.

In the paragraph dealing with the capture of the Taku forts, after laying the responsibility of the commencement of the attack on the foreign officers, and detailing the refusal of the Commander Lo YUNG-KUANG to surrender them and their subsequent bombardment and abandonment, the Decree proceeds:—"A war had thus been commenced which was not of our beginning or choosing. For you will perceive that, even if China should, regardless of her own power and strength, rush into war, was it likely or reasonable that she should of her own accord elect to fight all the Powers at once? Was it probable that, granting such recklessness, she would have relied on a rebel populace to commence a war against all the Powers?" These questions, thus ingeniously put, would no doubt at first blush be answered in the negative by persons at home ignorant of Chinese wiles and methods of reasoning. If, however, the Peking Government had really desired to avoid war, the commandant of the Taku forts would have been instructed to hand them over to the Allied Forces, simply because it would have been a proof of their bond fides in desiring to preserve peace and to work with them in securing the safety of the foreigners in Peking. There would have been no loss of prestige involved in handing the control of the entrance to the Peiho temporarily to the Treaty Powers, since no one—to use their own argument—would expect the Chinese to be guilty of the folly of fighting the civilised world. But the Chinese frequently do exactly that which reason and commonsense would sternly forbid, as in the present case. There is certainly a touch of grim humour in their attempting to build an argument in support of their own innocence out of what naturally appears an act of gross folly.

But what seems to us, and doubtless to the world generally, the greatest fatuity on the part of China's rulers is perhaps not so foolish in their eyes. Ever since the Sino-Japanese War the Chinese Government have not only been purchasing arms and ammunition on a large scale, but they have been getting large numbers of their troops thoroughly drilled, or at any rate made, as they considered, thoroughly effective. These troops are no doubt intended to be the leaven whereby the countless bannermen and raw levies can be licked into shape. Meanwhile at all the fairly numerous arsenals in the Empire there has been great activity, and most of these establishments can now turn out Mauser and other improved rifles and manufacture ammunition. There existed, therefore, a groundwork for defence against if not for defiance of the intruding foreigner. What was wanting, no doubt, in the eyes of the Government was courage and a cause. These have been found in the fanatical movement originated so recently and mysteriously in Shantung and Chihli by the so-called I Ho Chuan or "Boxers," whose great aims are tersely summarised under three heads—support of the dynasty, death to the Christians, and expulsion to the foreigners. These fanatics, who pretend to be invulnerable to attack, have thereby aroused a wild enthusiasm among the silly populace, who implicitly believe their assertions, and on joining the society are ready to go into action reckless of all danger. As we have seen, on the first appearance on the scene of the Boxers they were treated with most unusual tenderness by the Government. Instead of being forcibly suppressed and their leaders decapitated—the usual short way with rebels in China—they were exhorted to keep the peace and to go home, while some mild threats were held out as to the consequences of committing outrages. Next a General is degraded for having fired upon them. Then, Prince TSIEN openly commends them for patriotism. Finally, encouraged by official example, the troops join and co-

operate with them. The Manchus at Peking are not immune from the Celestial vanity: they have a fixed conviction that with sufficient troops—and they know that men can be raised in countless hosts in China—they can hold their own against all the forces they think can be brought against them. They have magnified the repulse of Admiral SEYMOUR's force on the way to Peking into a great and decisive victory, and they probably hug themselves with the idea that their troops can hold the approaches to the capital against any foreign force sent against them. Who shall say how far the early successes of the Boers in South Africa have not encouraged this conceited government in the belief that they can fight all the Treaty Powers combined? It is certainly remarkable, too, if the Chinese Government are really convinced of their inability to take on all the Treaty Powers, that they should be actually carrying the war into the enemy's country at the present moment. Yet this is what they have done. Chinese troops have attacked Blagoveshensk, they have stopped Russian steamers from ascending the Amur, and they have had the audacity to erect batteries along the river. These are developments which were never expected, and they have, REUTER tells us, produced an intense sensation at St. Petersburg. It has been the fashion of late years—and with a good deal of reason—to depreciate Chinese troops and regard them as a *quantité négligeable*, but it is evident that they are, after all, a force to be reckoned with so long as they carry effective arms. There are many thousands of Chinese troops at Kirin and on the Manchurian frontier, and the Arsenal at that city is able to turn out large supplies of arms of precision. The chances, therefore, seem to be that unless the Russians receive reinforcements they may be outnumbered and overpowered and the Trans-Siberian Railway torn up. It is not altogether impossible that this unexpected crisis in China may be connected with the approaching completion of that great highway. When the Chinese Government protest so much concerning the folly of recklessness, we cannot avoid the impression that calculated recklessness may prove a convenient way of throwing dust into the eyes of the Powers in case the act should really prove the folly that it looked.

For stealing a dollar's worth of copper from the Naval Yard a coolie was yesterday sentenced to two months' hard labour.

Since the Protection of Women and Girls Ordinance came into operation at the beginning of the year £2,000 have been paid in fines for breaches of the same.

A fatal accident of a somewhat extraordinary character took place at the East Point Sugar Refinery on Tuesday night. A coolie was in charge of a boiling pan when a piece of wood dropped in. It was at once thrown up by the machinery, and catching the coolie somewhere on the body killed him on the spot.

The other night a sampan man reported to No. 7 Police Station that his wife had mysteriously disappeared. A search was instituted and on Monday the body was found by P. C. George in the harbour opposite Connaught Road. There was a bad cut on the head. It is understood that the woman fell overboard, and that the cut was caused by a passing vessel.

An enquiry has been held by Mr. Hazeland touching the death of Wong Ping, a servant girl aged 18 years of age residing at 88, Wellington Street. She was admitted to the Hospital on the 12th inst., suffering from poisoning. She died two days afterwards and it was discovered that she had taken opium. A verdict to the effect that she had committed suicide when in a state of unsound mind was returned.

A chair coolie in the employ of Mrs. Long, of Des Vaux Villas, The Peak, was yesterday charged with behaving in a disorderly manner. Mrs. Long said she was out with her chair, the defendant being the back coolie. At the Tram Station the defendant used a lot of Chinese, and when going up the hill shook the chair violently and then put it down with a bump. The lady was in the chair. A fine of \$10, or a month, was imposed.

About 30 coolies employed at the Naval Yard went on strike yesterday at the instigation of one of their number, Chung Sze, who was subsequently charged at the Magistracy with behaving in a disorderly manner. The assistant commissioner at the Naval Yard said that at about seven o'clock that morning he was at the gate of the Naval Yard when he heard the defendant call out to the other coolies, "Don't you men go in to your work; if you do you are a lot of 'kai tai'." This was said in a loud tone of voice. The defendant had gone in for higher pay. He was fined \$25, or a month.

Further details are to hand as to the robbery at a village near Shatin on Wednesday night. It seems that five men armed with revolvers entered a house occupied by a man, his wife, and family, and having intimidated the inmates, ransacked the place and ultimately decamped with property of the value of \$385. On the police being informed the district was scoured, with the result that by five o'clock the next morning Inspector MacDonald had four men arrested on suspicion, and subsequently the fifth man was got hold of. All had some of the stolen property in their possession. They were brought up at the Magistracy yesterday and remanded.

In the 24 hours preceding noon yesterday there were reported seven fresh cases of plague and eight deaths.

We draw our readers' attention to the notice appearing elsewhere to the effect that a meeting will be held to-day at noon at the Hongkong Hotel of members of the Jockey Club interested in obtaining subscriptions for the next races.

The Band of the Hongkong Regiment will play at the Hongkong Hotel this evening from 8 p.m. to 9.30 p.m. The programme will be—March "Ben Ideal," Sousa; Overture "Charles VI," Halleg; Lancers "Potpourri," Koffert; Selection "Faints of Penzance," Sullivan; Fantasia "Folk Songs of Italy," Ranzanotti; Waltz "Carnival Secrets," Petris; "God save the Queen."

The Nanking correspondent of the N.-C. Daily News writes:—"We who are staying in Nanking are more and more impressed with the fact that Nanking is the place to be in at this time. The Viceroy is daily giving new expressions to his genuineness. He seems to have resources for every need. When the settlement comes to be made with China these men who have stood firm and true should certainly not be forgotten. Their wishes ought to find place in the balance."

"The colonial authorities in Hongkong are a peculiar race of people," says the N.-C. Daily News. "On the 27th of June there was an auction at the Central Police Station there of a large quantity of surplus stores, including 89 Mauser rifles, 137 muzzle-loading rifles, 1 Winchester rifle, and 300 pistols and revolvers. There were firearms that had been confiscated at sundry times by the police, and it was a government auction; and yet we are assured that it is a fact incredible as it must appear, that all these arms with the exception of twelve revolvers, were sold to Chinese. And the auctioneers specially sign themselves 'Government Auctioneers.' We must presume, therefore, that the Hongkong Government considers that this is an especially good time to provide the Chinese in the Colony with arms and ammunition."

The Yaumatei launch *Chong Yuen*, which mysteriously disappeared on Thursday night after leaving Pinya Central for Yaumatei, returned, as we said on Friday, into the harbour on Thursday and was at once taken possession of by the water police. On making a search they found in the chain locker and other parts of the boat 35 rolls of cloth, two boxes of Florida water, a bag of cash, and sundry other things. The crew professed to know nothing about the things, but as this is rather a suspicious circumstance the police are detaining them until they have made further enquiries. It appears that the men who took possession of the launch piloted two boats. After ransacking a junk they went towards Canton and attacked another launch. They secured plenty of booty, one of the passengers alone being eased of \$13,000.

On the 13th inst. a large meeting of Americans in Shanghai, called together by the American Association of China, resolved to send the following telegram to the Associated Press:—"Americans in China in Mass-meeting appeal to fellow citizens at home to urge Government to send adequate forces to act effectively in concert with other powers. Present American force quite disproportionate interests involved. Our commercial interests in northern provinces paramount. We consider humiliating the policy of entrusting to other powers the chief task of protecting Americans. Officials, missionaries massacred, late Ministers families all in Peking unknown. General massacre apprehended. Wholesale massacres native Christians continue, whole country terrorised, trade paralysed. Speedy restoration, order and retribution the pressing duty of all civilised powers. Consequences of delay disastrous. Not only foreign lives property jeopardised, but loss of influence incalculable. Give no credence to statements of situation sent by Chinese Government to Ministers abroad. Present outrages the result of weak and vacillating policy of powers in the past. We urge immediate energetic concerted action."

In a letter of the Tientsin correspondent of the N.-C. Daily News appear two curious items of intelligence, one humorous and the other the reverse. This is the first:—"I do not think I mentioned one amusing peculiarity of the Chinese exult from the Arsenal on Wednesday, 27th June. When our fellows got within 500 yards and were preparing for the rush on, there was a really terrific fusillade from the witze, a truly infernal din, especially *vis-à-vis* the Russians. Theoretically, every man in the attack ought to have been exterminated, but the officers noticed that no one fell. When they got up to the wall, lo! the explanation! Crackers! This is a true bill, let us only hope it will not decide the European army, and so aid the escape of the enemy." And here is the other:—"The other day the coolie hulk outside Taku Bar ran short of food and came sailing in for supplies; the men in her are of invaluable help at the Bar in working cargo, etc. Will it be believed when I say she was deliberately fired on, set on fire, and when the poor rogues jumped overboard to escape the flames they were shot at in the water? I confess I was wholly sceptical as to the authenticity of this atrocious story at first and therefore suppressed it, but I now hear on all sides that it is, unvarnished truth that 120 (odd) innocent men perished by being roasted to death or by drowning. I withhold all names, as we do not want the united force to be crippled with national bickerings or by the mere ebullition of prejudice; but it is truly appalling that Western civilisation cannot show a better example to the Chinese."

Shanghai papers express satisfaction at the arrival on the 15th inst. of the German 3rd class cruiser *Oeffen*, which went to a mooring close to the City.

The contemplated bombardment of Shanikwan is reported to have been abandoned because the camps and forts were found, on the arrival of the allied warships, to be almost deserted.

A small fund has been raised by residents of Shanghai for the assistance of refugees who may be in temporary need, and has been placed in the hands of Mr. H. H. Fox, at H.M.'s Consulate-General, Shanghai.

The people of Western Szechuan are said to take to reform as fish to water. Three bicycles have appeared upon the streets at Chengta with in the last few months, and now young China is wanting to purchase bicycles. The interest in foreign learning has not abated, notwithstanding adverse criticisms from Peking, and one or two enterprising young men have engaged the services of a Japanese and opened a school.

## REUTER'S SERVICE.

LONDON, 18th July.

## RELIEF OF KUMASI.

Col. Willcocks has relieved Kumasi.

## THE CRISIS IN CHINA.

The Chinese Ministers in London and Washington have transmitted a despatch stating that the Ministers were safe up to the 9th inst. and requesting the Powers not to destroy Tientsin.

The telegram to the Chinese Ministers regarding the safety of the legations is little credited. The Times urges that not a moment should be lost in seriously preparing the defences of Hongkong and Shanghai, the protection of which is our first object, although we must also play our part in Peking. The movements of the Black Flags is regarded as betokening serious danger in the Yangtze region.

LONDON, 18th July.

## RUSSIA AND THE CHINA CRISIS.

The attack of the Chinese on Blagoveshensk, which was entirely unexpected, has produced an intense sensation in St. Petersburg. The Chinese simultaneously stopped Russian steamers from ascending the Amur and erected batteries along the river.

## THE LIGHT-DRAUGHT GUNBOAT "ARGUS."

The French river gunboat *Argus*, the erection of which has just been completed at Kowloon Docks, made her preliminary steam trial on Saturday last. This vessel was built to the order of the French Government by Messrs. John I. Thornycroft & Co., London, and was shipped in sections with her machinery and outfit for re-erection in Hongkong.

The last of the cases were delivered on the 3rd inst. and including fitting together the hull, mounting superstructure and battery, fitting the machinery and auxiliaries, the work was completed and the vessel ready for steam on the evening of the 13th—ten working days. The *Argus* is a sister ship to the *Woodcock* and *Woodlark*, recently erected at Shanghai for service on the Yangtze. The principal dimensions are length 145 feet, beam 23 feet, depth 6 feet, and draft of water with 30 tons on board about 2 feet 2 inches. She is propelled by twin screw engines of 540 indicated horse power driving four turbine propellers.

The official trial was made on the 17th inst., when a mean speed of 13 knots was maintained during six consecutive runs on the measured mile. After which the vessel was taken in charge by Capt. Henry Florin, Lieut. de Vaiseaux, of the French Navy. Capt. Florin commands a crew of 30 Europeans. On arrival of the guns from France the *Argus* will take her post as patrol on the West River. A second vessel of the same type as the *Vigilante* has arrived and the sections are now being discharged from the *Sado Maru*.—Contributed.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## AN APPEAL.

TO THE EDITOR OF THE "DAILY PRESS."  
St. Peter's Seamen's Church,  
Hongkong, 20th July, 1900.

SIR,—Will you kindly allow me to make an appeal through your columns for donations of reading matter for the use of sailors visiting this port? Magazines, illustrated journals, and newspapers are especially welcome, and will as a rule be new to those to whom they are given. Parcels of literature may be sent to the manager of the Star Coffee House, 13, D'Aguiar Street, or to the manager of the Seamen's Institute, Kowloon.

Thanking you in anticipation, I am, yours etc.,  
J. H. FRANCE.

## LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Java* left Singapore for this port on the 20th inst., at 10 a.m.  
The H. A. L. steamer *Aleja*, from Hamburg, left Singapore for this port on the 20th inst. and may be expected here on or about the 25th inst.  
The steamer *Catherine Apcar*, from Calcutta, left Singapore for this port on the 20th inst.  
The N. Y. K. steamer *Yawata Maru* left Kobe via Nagasaki and Moji on the 18th inst. and is expected here on the 24th inst.  
The N. Y. K. steamer *Hitchiki Maru* left Kobe via Moji on the 18th inst., and is expected here on the 25th inst.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

## THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

Kobe, 20th July, 8.40 p.m.

## CHINESE EMPEROR APPEALS TO JAPAN.

A personal appeal from the Emperor of China to the Emperor of Japan states that the interests of the two countries are identical. The action of the Powers is aimed at the partitioning of China and will endanger Japan's independence.

## JAPANESE REPLY.

The reply of the Emperor of Japan is that the attack on the Ministers was contrary to the law of nations. If China will suppress the insurrection and rescue the Ministers Japan will intercede on her behalf for peace.

LONDON, 19th July, 10.30 p.m.

## SENSATIONAL RUSSIAN REPORT.

Russian newspapers state that China has declared war against Russia. Portions of the Amur, also Blagoveshensk, Khabarovsk, Nikolussuri (? Nikolaievsk and the Ussuri), and Vladivostok are declared to have been in a state of war since the 17th inst.

## PROPOSED INTERNATIONAL AGREEMENT.

It is reported that the Powers are considering the French proposal for an international agreement in the matter of China.

## LARGE REINFORCEMENTS FOR HONGKONG.

We were courteously informed by the Military Authorities to-day that a telegram had been received instructing them to detain 3,000 of the troops due to arrive from India, and the second Staff due shortly will also remain here instead of proceeding north. This will mean a very effective increase to the Garrison and at the same time give a field force that will be available for operations in the South or at Shanghai.

## CHINESE MILITARY PREPARATIONS AT CANTON.

Mr. G. S. Hummel, the foreign instructor of the Imperial Chinese Torpedo Department and School at Whampoa, arrived here yesterday, and in a brief interview accorded to our representative, said that the Chinese Taotai in charge of the Torpedo Department had advised him to leave, as in the absence of Li Hung-chang he could not guarantee his safety. He also informed the Instructor that 4,000 or 5,000 Imperial troops were marching down to garrison the forts. As there are only about 500 inhabitants in the village of Whampoa the troops are obviously for another purpose than maintaining order.

## ON THE ALERT.

We believe the Authorities here are thoroughly on the alert, are closely watching the various stations on the Canton river, and are quite prepared with the coming reinforcements for defensive or offensive operations.

## LADIES LEAVING CANTON.

We learn that the steamer *Loongmon*, which has excellent passenger accommodation was detained yesterday at Canton to bring away the foreign ladies there. A Maxim gun has been mounted on the bridges connecting the Shameen with the city.

## CHURCH SERVICES.

## ST. JOHN'S CATHEDRAL.

July 22nd, 6th Sunday after Trinity.  
Matins (11 a.m.)  
Responses, Psalms; Venite, Dyce; Psalm, Croft; Poland and Taylor; Te Deum, Galsby; in E flat; Benedictus, Beethoven in D; Anthem, "Thine, O Lord, is the Greatness," Kent; Hymns, 178 and 252.

Evensong (5.45 p.m.)  
Responses, Psalms; Russell, Smart and Goodenough; Magnificat, Robinson, in E flat; Nunc Dimittis, Rimant; in E flat; Hymns, 459, 191 and 232; Vesper Hymn, Steane; Voluntary, Offertoire, Bultste; Andante, Hayte.

## ST. PETER'S CHURCH.

(WEST POINT.)

Matins (11 a.m.)  
Hymn, 10; Venite, Bentinck; Te Deum, Russell, etc.; Benedictus, Goss; Hymns, 46, 326, 390.

Evensong (6.30 p.m.)  
Hymn, 329; Magnificat, Woodward; Nunc Dimittis, Hymns, 47, 11, 42.  
The Mission Launch *Daypring* will call on the ships to take men ashore to the services and meetings on Sunday morning between 9 and 10.30. The answering pennant may be hoisted.



## THE CRISIS IN CHINA.

## TIENTSIN UNDER SIEGE.

[FROM OUR CORRESPONDENT.]

\* Tuesday, 3rd July.

At the military Council held yesterday, it was resolved to make a strong attack on the western and southern suburbs of the city, with the view of clearing out the enemy from his sniping cover. It is not expedient to state in detail what, and how it was to be done, as the operations may be postponed indefinitely, and undoubtedly the Chinese have telegraphic communication with the South. Suffice it to say that after all arrangements were made, the Russian general asked for a postponement till his reconnoitering party of Cossacks should return. They went far afield yesterday afternoon, and up till midnight had not come back.

The Chinese seem to have had some divination of our intentions, for at 10.30 or 11 p.m. the fiercest fusillade of the whole siege began up in the north-east, in the vicinity of the railway station. For half-an-hour it raged, as if hell had broken loose, with indescribable intensity. It was clearly directed against the Russians, both at the station and in the north end of the French Concession, although to us residents at the extreme south of the British Concession, a mile distant, it seemed to be in the direction of our outposts to the N.W. I hear the gallant Russians took it with the finest sangfroid and held their fire, only shooting when they saw a human object to fire at. The enemy, failing completely at the upper pontoon bridge (Railway Station approach), moved away to the south and east and poured heavy volleys into the eastern side of the French settlement under the cover of the salt heaps; the French marines from Tangku repaid them in kind, and the dreadful row continued till 1.30 or 2 a.m., apparently with very little damage on either side. It was pitch dark and raining hard; now and then the boom of a fieldpiece joined in the din; it was certainly the most determined move the enemy has made since their onset this day fortnight (19th June). The British Settlement escaped most of the firing, although not a few bullets found their billet in the *Barfleur* barracks at Messrs. Butterfield and Swire's north godown.

I grieve to say the gallant Midshipman, Donaldson, of the *Barfleur*, died in the Tientsin Club just before midnight—our first fatal issue from a wound.

This morning heavy cannonading has been going on all round our lines; and once again our good neighbours the French have been badly hit in it. The Imperial Maritime Customs House and the adjacent Cathedral Church of St. Luke have been hit over and over again—the latter crowded with Christian refugees. The shells are bowling fiercely over our heads as I write, though, with two exceptions, none have fallen in the residential part of the Concession. The exceptions are, one in the premises of the Taku Tug and Lighter Co., which took fire—promptly extinguished—the other fell alongside of three Companies of Japanese infantry marching along Victoria Road. The quondam Long Toms, up in the city fort, have been moved out to the banks of the great Lutai Canal; they have been aptly rechristened the Empress Dowagers, and it is they which are now playing the old game of long bowls. I was fatuous enough to think we should be troubled by them no more, crediting the Chinese with the commonsense view that they would wish Tientsin City to get its own chance of ever being shelled and destroyed; but it only shows how inept a cautious observer can be when he attempts prophecy.

I am now of opinion that the city will be attacked, and that soon. The Allies have altogether 28 field-pieces, besides Maxim's, Gatling's, etc. Of these the most formidable is the *Terrible* twelve-pounder, with its 8000-mountain. Capt. Scott has four of these beautiful weapons all ready to land; why only one was put ashore is doubtless known to some responsible person, but I know that Admiral Seymour is only too eager to have all four now. There is also some talk of a 4.7 coming; but I doubt it, though the *Algerine* will probably send up some of her battery.

At 4 p.m. yesterday our first serious settlement fire came off. The south godown of the Ocean Steamship Co. (Messrs. Butterfield and Swire, agents) gave out volumes of dense, dirty smoke; before the fire finished both that godown and the central one were destroyed. The first one contained much sugar (and, I think, peanuts), the second was a subsidiary building to British Naval headquarters. I hear that it contained abundant stores and some ammunition, but in any case, whatever it contained, was salvaged. Of course, nearly everybody says "incendiary," and the over-suspicious are advocating strong, if not blood-thirsty measures to meet the case—the total expulsion of all Chinese, etc., etc. I must confess myself unwilling to believe that a Chinese incendiary who would venture into the jaws of the tiger, viz., British headquarters; it is at least equally probable that it was due to accident, mere shifting cargo and dropping a match. As the fire adjourned much British ammunition it was carefully watched, and once more we had to bewail Tientsin's inability to cope with fire in the absence of adequate gear.

2.30 p.m.  
I have had to desist from writing by shell fire; for two hours the Empress Dowagers have been pelting us with a steady persistency hitherto unknown during the siege. After seeing the ladies and children snug in the cellars, I counted the shells which passed within the line of my own residence between 11.30 a.m. and 1 p.m. There were 31 (of which number ten failed to explode) 3.5 common shell, and eight 2.25; the gunners kept their direction wonderfully well, but here praise ends. Nearly every shot was badly timed and badly elevated, most of them going clean outside, but close to the Weitzes, or mud wall, which limits the Municipal Extension. Only

\* Delayed in transmission.

two houses were struck; though there were showers of segments in a few cases.

At the moment I resume writing (3 p.m.) a big-thunder-storm is raging, and it is just a little difficult to discriminate between nature's and man's artillery. Large forces are out in several directions, and in the lulls of the storm one can hear distant rifle firing and the pom-pom of the Allies' guns also at a distance, but I understand that once more only a reconnaissance is being made.

The Japanese infantry have to-day taken over the defence of the West and South, relieving the British and German naval pickets. I may add here that the perfect equipment of their battery of six-pounders has attracted universal admiration.

Admiral Seymour has to-day issued the following notice:—

"All women and children whose houses have not got good cellar accommodation are at once to go to the Gordon Hall and Astor House. Furthermore all women and children are to be sent away by the first opportunity of water transport to Tangku or Taku, thence on board ship and away from the vicinity of the Pallo."

This is as significant as it is self-explanatory. I understand a small deputation of people connected with the shipping interest has waited on the Admiral to-day to suggest that the exodus be properly organised, that steamers be sent up from Shanghai to take all the women and children, and that they be sent to Taku under proper guard and protection. The few ladies who chose to go down stream yesterday in the *Fuwan* got down safely enough, but there is no guarantee that the next journey will have a similar happy issue: e.g. a launch coming up yesterday ran aground, and was for some hours sniped at all round. We roughly estimate the ladies at 150 and the children at (or below) the same number. If they go to Shanghai, I feel sure it is a work of supererogation to ask Shanghai to be kind to them.

The chronicle of the rest of 3rd July is summed up in one word—rain. Rain such as we have not seen for ten months, and which is undoubtedly the herald of the damp season.

There is a good deal of "entree" among the men who were with the Admiral.

I had an opportunity to-day of finding out the views of the fairly intelligent runner who brought in Sir Claude's note two days ago. He did not have such pessimistic views as ourselves about the foreigner's situation in Peking—and especially on the question of food supply. He stoutly holds to the view that the mercantile classes are smuggling in food to the besieged and will continue to do so; that it is only the Boxers who will attack them, and that there are already signs that the Boxer craze is abating, if not becoming unpopular; and that Prince Ching is taking active measures against the Boxers, and quarrelling with Prince Tuan for his partiality to them.

I recite these views not for their inherent value, which is very small, but because the very act of doing so buoy me up out of utter despair, and may do the same for your readers.

4th July.

There was nothing to relate of yesterday afternoon and evening—the chief event of which was the burial of Mr. Donaldson of the *Barfleur*.

The big reconnaissance of yesterday issued in 47 casualties, mostly Russian and Japanese—16 killed and 31 wounded. To-day, so far (11 a.m.) has been a day off. The Chinese have been re-inforced by 6,000 men, and we can see 9 new guns mounted on the south wall of the City, so that if they begin to batter us, it will be very hot business. It is possible, however, it may only be intimidation to keep our metal off the City.

War illustrates the stitch in time apothegm—had the scheme of attacking the City been carried out last week, we might have been spared yesterday's ordeal and (possibly) much worse. The cry of the hour is heavy guns: our 28 field-pieces are ridiculously inadequate to deal with the modern Krupp in the possession of the enemy, hence we are passionately awaiting the arrival of the naval twelve pounders. One at least is hoped to-day.

Sniping was again active last night and the *Centurion's* blacksmith was shot while asleep in the Jenchi (W. Forbes & Co's) godown.

The anxiety to get the women and children away is increasing, but at present the only way out is by towboat journey down stream—a very risky business, though it has been done several times with success.

Noon.

The steamer *Heron* has arrived with 80 *Terribles* and two of the greatly-to-be-desired twelve-pounders. The officers report the river all quiet, and fairly negotiable; she returns to Taku at once, with 4 ladies and 12 men. The *Fuwan* is returning up stream, and will tow a lighter with most of the ladies and children (250 in all), and a guard of Volunteers, to-morrow at 9 a.m. They will go ten find refuge on board H. M. ships. No shelling up to date. *Deo gratias*.

Later.

At 1 p.m. to-day, when I closed my last notes, everything was fairly calm; we were lost in astonishment that the Chinese did not renew the punishment they gave us yesterday—the more so as we counted nine newly-placed Krupp's bristling on the south wall of the City. We expected the worst bombardment we have yet had, but nothing but a demonstration has come to pass. A violent thunder and rain storm began at 2 p.m. Coming up as usual against the wind, it passed over the City towards us and has literally deluged our roads with rain water. Before it began the Chinese issued from the south gate in some force, and immediately steps were taken to meet them if they meant attack. The *Terrible's* twelve-pounder was reinforced with another and both pounded away, while the Japanese infantry opened on them with Maxim's and the Asiatic Artillery joined in

with their muzzle-loading screw guns. The din of the battery at times rivalled that of the heavens, which were peeling out heavy thunder for three consecutive hours.

If the Chinese really meant business, they wisely postponed it. I noted that our gunners carefully forbore from firing into the City proper. While this was going on, on the west side, I hear the *Barfleur* were hardly pressed at, or near, the Railway Station, and sent in for reinforcements. The Chinese retaliation or demonstrations did not seem to include the deliberate bombardment of the Settlement to-day—a happy augury, let us hope, for the despatch of the ladies by boat and lighter to-morrow.

The tropical rain will make the lines and camps a perfect quagmire, and our friends the Russians must have felt a pang, that they had so ruthlessly destroyed everything. The ruined villages still can give cover to an advancing enemy, but no protection from the weather.

Later, 9 p.m.

I hear the afternoon attack on the Railway Station was quite a big affair; the *Barfleur* had to send for large supports, which came from the Hongkong regiment and the First Chinese, besides the French and Russians. The casualties were close on fifty—one Putnam killed, six wounded; two First Chinese killed, four wounded. The latter regiment, by the by, again behaved very well under fire: the fact that this fine body of men is where it is one of the most striking anomalies in a situation which is full of stark and staring incongruities.

A few more of our ladies went down stream to-day in towboats; this demonstrated the safety of the river. Not one shot was fired from either bank.

Thursday, 5th July.

Our people opened proceedings this morning with very heavy gun fire directed on the Chinese mountains. Up to the time of my leaving the Settlement at 11 a.m. no shells fell in the British Concession, though the French as usual did not fare so well. The Naval authorities advertise the departure of the *Launch* (lighter) and the *Fuwan* (tug) at an indefinite hour during the morning; so 220 civilians, mostly ladies and children, left the port under a guard of Tientsin Volunteers, British and German with some German bluejackets. What with the rides of *patres families*, we number one hundred guns. The voyage was uneventful but safe, comfort and organisation at a minimum, but people did not mind that. The war is full of most ghastly objects and still more ghastly accompaniments. Enough to say that China's scavengers, the dogs and pigs, were seen at their worst.

I notice with pleasure that there had been very little or no devastation on the right bank, and that on the left there were more villages uninjured than injured. We have heard that not one village was standing or a human being to be seen. The actual state of affairs is appalling enough, but it does not approximate to this. There was also abundance of vegetable food, especially of Indian-corn. We saw Japanese infantry (1,000) marching, and a goodly body of cavalry, 200 or 250 sabres. Railroad was distant from Tientsin still some 8 or 9 miles, but now that the river is open this is a less urgent matter than it was. The *Algerine's* two 4-inch quick-firers were passed on the way up.

On arriving at Tangku, there was a very striking contrast in the various national arrangements. A Japanese launch was instantly alongside and transhipped 20 or 30 Japanese to their destroyer. The Germans followed, taking every German subject to the *Jaguar*. The large crowd of British (possibly 150) had to crowd aboard the *Shengking*, and trust to the slender stores of the steward for food and drink, and (mostly) to the deck for bed room. Still we were all so grateful to have women and babies out of the cursed shell fire that we were grateful for such arrangements as Captain Warrenner was able to make.

At Tangku we heard of an intended attack to-morrow on the Peitang forts. A Russian infantry regiment was to attack by land, and a shelling by a German cruiser from sea—but this was mere hearsay. Heavy firing heard occasionally in the Tientsin direction, twenty-eight miles in a bee-line.

Friday, 6th July.

The Volunteers' guard left us with hearty and reciprocal cheers at 6.30 a.m., to return to the trying air of Tientsin. Capt. Harris took us out to the Bar in the *Shengking* at 7, where Admiral Bruce boarded us from the *Pamir*.

## HONGKONG SANITARY BOARD.

On Thursday afternoon a meeting of the Hongkong Sanitary Board was held. The President (the Hon. E. D. Ormsby, Director of Public Works) presided, the Chief Clerk and the present Mr. E. J. Baskley (Acting Captain Superintendent of Police), Lieut.-Col. Ryan, Mr. J. McKie, Dr. Hartigan, Dr. F. H. Clark (Medical Officer of Health), Mr. Fung W. Chuen, Mr. Chan A. Fook, and Mr. G. A. Woodcock (Secretary).

THE BOARD AND INSANITARY PROPERTY. Minutes by the Hon. the Colonial Secretary and the Medical Officer of Health relative to the powers of the Board in dealing with insanitary property were submitted.

Dr. CLARK said the Government asked the Board to say what additional powers they required. They had over and over again stated that additional powers they required, but seeing that the request had been made to them again, he begged to move.—That the Board recommend the Government to introduce a Public Health Amendment Ordinance on the lines of the Imperial Housing of the Working Classes Act of 1890, to empower them to deal effectively with insanitary properties. Such Ordinance should also contain a clause amending section 12 of Ordinance 15 of 1895, which deals with the height of buildings in relation to the width of the streets on which they front, by prohibiting the erection of any houses in future of a greater height than one and a half times the width of the street on which they front. With regard to the necessity for some such Ordinance as the Working Classes Act, his minute which was circulated among the members showed that they had practically no power to compel the demolition of insanitary

property. They could serve a notice and take proceedings before a Magistrate, but if the property changed hands the whole thing had to be gone through over again. In England, if a notice was served by the Sanitary Authority and the premises were not put into a habitable condition after a certain lapse of time the Sanitary Authority could order the demolition of the premises. The Director of Public Works had asked who was going to bear the expense? In the case of certain property which was not fit to be inhabited the cost was shared between the Sanitary Authority and the owner. In the case of the removal of buildings erected over archways and which blocked the light and ventilation of other buildings, the owners of the property benefiting had to bear the greater part of the cost of their demolition. With regard to that part of the resolution dealing with the height of buildings, that was a matter which should be constantly pressed upon the Government. He found that in this colony it was possible to even with the new law as to backyards to place upon an acre of building land over 1,500 people. This was not a mere fancy idea, because it had really been proposed in a certain area of the city to house some 1,500 people to the acre. He did not think that that was a condition of things which would exist elsewhere in the civilized world. Dr. Clark proceeded to point out the difference between Hongkong and other places in this respect, saying that while in this colony there were areas with over 800 people to the acre, and that the entire City (including the public gardens and all other open spaces up to the level of Robinson Road and Bowen Road) had a population of 123 persons to the acre, yet taking 38 of the largest towns in Great Britain, there were only three of them with more than 60 persons to the acre, those places being West Ham, London, and Glasgow, and that these three had less than 62 persons to the acre. The most densely crowded wards of the City of Liverpool contained only 160 persons to the acre and a large area at Southampton had been condemned and demolished under the Housing of the Working Classes Act, mainly because it contained as many as 441 persons to the acre, which was considered by the Sanitary Authority as most excessive. The causes of this alarming amount of surface crowding in this Colony were the excessive height of buildings in relation to the width of the streets, and the small amount of cubic air space required per head. Both of these matters required early attention and should be taken in hand by the Government without further delay.

Lieut.-Col. RYAN, in seconding, said he thought that Dr. Clark had said required no addition from him, except to call attention to the fact that if these regulations were necessary at home in a temperate and comparatively healthy climate, among people whose habits they knew, they were 20 fold more necessary in a community such as this.

Mr. McKIE, in supporting, expressed the hope that the recommendation would receive a little more attention from the Government than other recommendations made by the Board during the last few years.

Dr. HARTIGAN said they were unanimous in regard to the necessity for what was proposed, and the only thing was that he hoped the resolution would receive a little more attention from the Government than other recommendations had received.

THE PRESIDENT said that nearly everything which had been urged by the Medical Officer of Health, and the other gentlemen who had spoken had his fullest sympathy, but there was a great deal of difficulty about the matter. They had over 800 persons an acre, and if they were to reduce the number to 60 persons per acre, it would mean pulling the whole city down, and he did not think that that would be within the range of practical politics. The Government had sold land under restrictions and if the Government stepped in and interfered with buildings already erected, saying that buildings three or four storeys high would not be allowed to remain, compensation would have to be provided. The only experiment made by the Government in this direction was in the Tsimshing district, where they pulled down some wretched Chinese houses and had to pay something like 800 thousand dollars as compensation for clearing a small area of a few acres.

Mr. FUNG WAH CHUEN suggested that the matter should be left over for a fortnight, as he should like to consider the different proposals, but his suggestion was not adopted, the motion being carried.

## THE PROPOSED SEWAGE FARM FOR THE PEAK.

A reply was received from the Government relative to the sewage farm recommended by the Board for the Peak, and on the motion of Dr. HARTIGAN, seconded by Lieut.-Col. RYAN, it was resolved that the Government be respectfully asked to give their reasons for refusing the unanimous recommendation of the Board.

On the motion of Dr. CLARK, seconded by Mr. McKIE, the following motion, of which due notice had been given, was passed:—"That the Sanitary Board beg to recommend the Government to publish in the Government Gazette in English and Chinese, in accordance with Ordinance No. 8 of 1897, the following sites upon which it is intended to erect Public Latrines:—(1.) On the North side of a portion of Crown Land situated at the corner of Western Street and Second Street—a latrine of 40 seats. (2.) On a portion of Crown Land situated at the East End of King Wan Street—a latrine of 20 seats. (3.) On a portion of Crown Land in the village of Tai Hang at the corner of Copper Street and Shephard Street—a latrine of 40 seats. (4.) On a portion of Crown Land situated on Kennedy Street, Taunton, and lying to the North of Kowloon Island Lot 1085—a latrine of 40 seats."

## FIGHTING INFECTIOUS DISEASES.

Dr. CLARK proposed the following resolution of which he had given notice.—That, with a view to enabling the Sanitary Board to deal more effectively with outbreaks of infectious diseases, the Board beg to recommend the Government, (1.) To assist the College of Medicine for Chinese by endowment or otherwise, with a view to the institution of a subordinate medical and sanitary staff composed of the diplomates of such College, and (2.) To sanction a scheme for the training, during non-epidemic times, of a certain number of Police Officers, in such sanitary work as the disinfection of infected premises and the recognition of cases of small-pox, bubonic plague, &c., with a view to their utilization during periods of epidemic. He said a resolution of this sort had been approved by a committee of the whole Board and was one of the outcome of a series of meetings held by the Board in committee to consider the best methods of dealing with plague. As to the first part of the resolution, he might say that the Chinese College of Medicine was founded in 1887 in connection with the Alice Memorial Hospital, which owed its existence to the munificence of Dr. Ho Kai. The college itself was started by Dr. Manson and Candler with the consent of the managers of the Alice Memorial Hospital, and had been maintained during the past 13 years entirely by the unselfish efforts of the medical men of this City, who devoted a considerable proportion of

their hard-earned leisure to the teaching of the students without fee or reward, and one might almost say without even the thanks of those who ultimately benefited by the knowledge furnished into the minds of these students. The college had turned out 12 properly qualified practitioners during the period of its existence, and it was with a feeling of shame that he was compelled to admit that of those twelve men only one had been employed by the Government of this Colony, and that only recently and for the New Territory. Three were, however, in the service of the Peak Government, who, like Oliver Twist, still asked for respect, so that here again they had an illustration of the fact that "a prophet is not without honour save in his own country." Three were in private practices in Singapore and two in Hongkong. One was House Surgeon to the Netherland Hospital, one had deserted the healing art for the more exciting arena of politics (he meant Dr. Sun Yat Sen); and one, he regretted to say, was dead. His resolution referred to endowment by the Government, but apart altogether from this, the Government would do much for the College and still more for the sanitary condition of this Colony if it would give employment to these men, after they had obtained their qualification, in the medical and sanitary work of the Colony, and although he had urged this upon the Government during the past four or five years nothing had yet been done in this direction. Dr. Clark quoted from his annual reports for 1895, 1896, 1897, 1898 and 1899, in which he had made strong recommendations on this subject. In his report for 1895 he wrote:—"One of the most deplorable features of this high death-rate among the Chinese is its partial dependence upon their gross ignorance in regard to the remedial treatment of disease; for not only are they unaware of the use of such a drug, say as quinine in malarial fever, or of the simplest surgical operation for the relief of disease and pain, but such remedies as they do adopt are often of most prejudicial and dangerous character. So strongly has this aspect of our death-rate impressed me, that I would urge the Board to represent to His Excellency the Governor the desirability of taking at an early date some active steps in the matter of the education of the Chinese in western medicine, such as the endowment of a College of Medicine for the education of the Chinese inhabitants of this colony." In his report for 1896 he wrote:—"The careful investigation of the actual cause of death in all these cases in which such has not been certified by a registered medical practitioner, could well be conducted by a well-trained licentiate of the Hongkong College of Medicine attached to the Sanitary Staff, and I would strongly recommend that some such course should be adopted with a view to rendering our mortality statistics less misleading than they are at present." In his report for 1897 he repeated this recommendation, and added:—"He would, moreover, prove a useful agency in detecting the commencement of any outbreaks of infectious disease among the Chinese." In his report for 1898 he again asked for one or more of these Chinese doctors trained in western medicine, and added:—"Many of the hygienic crimes committed by the Chinese in this colony are unquestionably due rather to ignorance than to wilfulness, and the intelligent propagation of our laws by men of their own nationality would, I feel sure, go far towards ameliorating these conditions which at present tend so largely to the discomfort of European colonists and to the detriment of the health of the Chinese themselves." The doctor added that, like the important widow, he had again repeated these recommendations in other words in his report for last year.

Mr. CHAN A. FOOK, in seconding, said that if the Government could see their way to act upon the recommendation contained in the resolution, the thanks of the Chinese community would be due to Dr. CLARK.

On the suggestion of Lieut.-Col. RYAN, Dr. Clark inserted in his resolution, after the word "otherwise" in the first part, the words, "with a view to the institution of a subordinate medical and sanitary staff composed of graduates of such college."

The resolution was carried.

## THE ANALYST'S QUARTERLY REPORT.

The report of Mr. T. J. Wild (Acting Government Analyst) for the quarter ended June 30th showed that two samples of whiskey, one of rum, one of port wine, and two of milk examined were found genuine.

## AN APPLICATION REFUSED.

An application for exemption from concreting the ground surfaces at No. 12, Arbuthnot Road, was refused.

## THE LIMEWASHING RETURN.

Mr. J. H. Dandy, Chief Sanitary Inspector, says in his fortnightly limewashing return:—"This return should denote the beginning of the second limewashing. So far we have had notices for 37 houses only and those too late to be visited in time for this return. The 14 houses visited in the Central District are remainder from prosecution cases. The apparent error in Central District is caused by the considerable alterations in the houses and class of tenants since the return was made in October last." Fourteen houses have been lime-washed in the Central District and 13 in the Western. Fines amounting to \$1,061 have been imposed for neglecting to lime-wash.

## THE PLAGUE IN FORMOSA.

A return was submitted showing that there were 33 new cases of plague in the Island of Formosa between 15th June and 21st June. The total number of cases since last January was 850. There have been 698 deaths and 208 recoveries.

## THE PLAGUE IN MACAO.

During the week ended 24th June there were 69 deaths in Macao, including 13 from plague. The deaths for the succeeding week numbered 63, including 13 from plague.

## THE DEATH RATE OF THE COLONY.

The death rate for the week ended June 30th was 30.7 against 34.1 for the previous week and 41.6 for the corresponding week last year. The rate for the following week was 39.6, against 40.1 last year, and the rate for the week ended July 14th was 32.3, against 31.1 last year.

## RATS AND THE PLAGUE.

Dr. CLARK remarked that since the 20th June the mortality among rats had enormously increased. Although the Board gave two cents per rat these rats were not destroyed but were simply dead rats collected. The mortality among rats reached its maximum in the fortnight ending the 20th June, when 4,325 rats were brought in. The next fortnight the number was 3,000, and last fortnight only 2,000. The interesting thing about the matter was that the plague in human beings reached its maximum on the 30th June, ten days after the rat mortality had reached its maximum.

## THIS WAS ALL THE BUSINESS.

WHITE AND SOUND TREES. ROWLAND'S OSMONTO is the best and most desirable being manufactured from any acid or gritty ingredients; it whitens and preserves the teeth, eradicates the formation of tartar, removes spots of incipient decay, polishes and preserves the enamel, sweetens the breath, induces a healthy action of the gums, causing them to assume the brightness and colour indicative of perfect soundness. ROWLAND'S ESSENCE OF TREES is the best preparation for dyeing the hair a permanent brown or black. Ask Stores and Chemists for ROWLAND'S articles, of 67, Holborn Garden, London.

## A DAY SCHOOL FOR KOWLOON.

H. E. THE GOVERNOR LAYS THE FOUNDATION STONE.

MR. HO TUNG'S GENEROSITY.

One of the most pressing wants experienced by the residents of Kowloon has been a day school to which they could send their children. The matter has been talked over for years, but no way out of the difficulty was apparent until Mr. Ho Tung came forward and generously offered to provide \$12,000 for the erection of a suitable building if the Government would give a site. Needless to say this offer was readily accepted. A capital site at the corner of Kowloon Road and Robinson Road was soon forthcoming. Messrs. Palmer and Turner prepared the plans, and now the building of a school which will accommodate some 200 children is being rapidly pushed forward.

The foundation stone was laid by His Excellency the Governor (Sir Henry Blake, G.C.M.G.) yesterday afternoon in the presence of a large company. His Excellency was accompanied by Lady Blake, Mrs. Blake, and Lord Squirr, and there were also present, among others, the Hon. F. H. May, C.M.G. (Acting Colonial Secretary), the Hon. R. D. Ormsby (Director of Public Works), Mr. Ho Tung, Bishop Hoare, Dr. Hartigan, Clark, Thomson, and Gibson, Consul Volpelli, Messrs. J. D. Bell, H. Gompertz, David Gilles, J. Marshall, G. Pierce, Jan. A. J. Mar, E. Robinson, and G. de Chumyavsky. A large marquee, provided with a gallery, and gaily decorated, had been erected for the accommodation of the spectators.

Mr. Ho Tung, in opening the proceedings, said:—"Your Excellency, Ladies and Gentlemen, when we look into the future and see what possibilities may be brought in the train of this simple ceremony to-day, I think there may be just cause for gratification that I have been privileged to take the part that I am taking in the sphere of education in this dependency of the colony of Hongkong. I feel, therefore, all the more grateful to your Excellency for having consented to lay the foundation stone of this Kowloon School this afternoon. Kowloon, until within very recent years, was only a suburb of Hongkong, with picturesque country houses, green lawns, and well-laid-out gardens, verdant with semi-tropical foliage. But times have changed and Kowloon has changed with them. From a quiet residential resort, it has been transformed into a busy bustling place with dockyards equal to the best in the East and warehouses to store the wealth of manufacturing centres of Europe and America in transit to all points of the compass around us. In short, with a prospective railway to connect this with the largest city in South China, Kowloon bids fair to become quite an important township in the near future. It follows, therefore, that a driving place such as Kowloon is, must have drawn to it quite a large and respectable community of its own. Indeed, with its Dockyard hands and the employees of the Hongkong and Kowloon Wharf and Godown Co., it may be said that the peninsula has become quite a colony by itself. And so it seems that the time has arrived when educational facilities should be provided for the youth of the place. In the attempts which unfortunately failed of the Kowloon School Committee to provide these facilities on a permanent basis, it might be seen that the building of a school-house cannot be longer deferred. The difficulty of the committee had principally to deal with was the question of a suitable building. Fully appreciating the value of education, I felt almost bound to manifest that appreciation in a tangible form. From the discussion which has appeared in the local Press from time to time it was evident that the Kowloon residents were most eager to have a school provided for their children. They felt it was an imperative need, and sympathy was with them. Seeing, however, that no building vote for Kowloon could be included in the Colonial Estimates until a surplus of \$100,000 in the colony's revenue over expenditure could be shown it was clear that the residents of this suburb had to wait many a long and weary year for the school, especially when we bear in mind the decision of the Secretary of State that the development of our new territory is to be paid for out of the colony's current revenue. And so it was that I made the offer to Your Excellency to provide the funds necessary for the erection of a school-house (applause) on condition that Government was to grant the site. To-day's proceedings are the first fruit of the acceptance of the offer by the Secretary of State. As the donor of the Kowloon School and as a member of the Governing Body appointed by Your Excellency to manage the affairs of the future institution, I hope I may be permitted to express the wish that while European children will be most welcome to derive the benefits from the instruction to be imparted in the school, no effort should be spared to encourage Chinese parents to send their children to an institution where they will learn to become useful men and women in society and loyal citizens to the state. One word must be said as to the object of the school. It is embodied in the first of a series of resolutions adopted at a meeting for the discussion of the lines on which the school should be conducted. At that meeting the Inspector of Schools, Dr. Wright, and Mr. Reid (as representing the Kowloon residents) were present. I believe it to be a maxim that it is the duty of the State to provide primary education only. Secondary education (or, not, therefore, enter within the scope of the Kowloon school, which shall be a school in which an ordinary education shall be given of such a nature as to enable the scholars to enter in the ordinary course for the Oxford Local and similar examinations. As observed by Mr. E. J. Williams, Acting Inspector of Schools in the Straits Settlements, in his official report on the Educational Department just issued, let us look forward hopefully to the time when either the Oxford or Cambridge junior and perhaps even the Senior certificate of either of these universities might be considered "the proper leaving certificate" to be obtained by boys before they quit school. In so far as this result represents a more thorough knowledge of English and a more careful cultivation of the mind, it is very much to be desired. In conclusion, let me ask your Excellency to lay the foundation stone of the future Kowloon school, whence I sincerely hope will flow yet another fountain of knowledge. May the European boys and girls resident in the Peninsula derive their full measure of benefit from the Kowloon School, and may it help to feed the streams that work for the dissemination of knowledge and shed the rays of light such as we understand by modern civilization amongst the many millions of people on the threshold of whose door we stand, for their individual happiness and for the peace and prosperity of their empire now labouring under severe trials as the consequence of the darkness which has metaphorically enveloped it. (Applause.)

His Excellency the Governor said—Mr. Ho Tung, ladies and gentlemen, allow me in the first instance to heartily thank the gentlemen so eloquently spoken for. He has Tong at the conclusion of his observations, and to thank him on behalf of the community for the gift of this school, the foundation stone of which I am now about to lay. The difficulty of a school in

(Continued on Supplement.)








**BUSINESS NOTICES.**

**房藥館芝醫**  
**KWONG CHI KOON**  
**DISPENSARY.**  
**街欄榮城省東廣**  
**CHONG LAN STREET, CANTON**  
**子甲火歲年參治司濟大**  
**創開年四拾陸百捌千壹英大**

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**KWONG CHI KOON** is one of the largest Native Drug shops in Canton, employing about 300 men. The Proprietor, Mr. U. Yam Tung, is a man of great energy and business capacity, and is also very benevolent, giving away thousands of dollars worth of medicine in charity, usually with an eye to the main chance. He has many testimonials as to the efficiency of his medicines from officials, scholars and business men. Like the Chinese generally he has great faith in medicine and is desirous of extending his business to foreign countries, giving people of western lands the benefit of his medicines.

He has submitted to me the formulae of some of his preparations for examination, giving full explanation as to the medicinal qualities of the ingredient. I have found the Tung Kwan San or Army Medical Powder and the Tit Ta San or Falling and Bruising Medical Powder composed of Musk, Borneo, Camphor, Mumbar, two kinds of wax, with red table of mercury and yellow sulphide of arsenic, and vegetable charcoal, which are known in Western pharmacy. Besides this it contains gold leaf, tiger and dragon bones, shavings of antelope and rhinoceros horns, which I have shown him that chemical science proves to be inert. He proposes to omit from the medicine prepared for foreign use.

The medicine is to be closely used as a stimulant, as it is put up in small metal bottles by which it can be injected into the vessels.

The small amount of oxide of mercury and sulphide of arsenic will not be dangerous used in this way.

(Signed) J. G. KERR,  
Canton.

Directions are given according to the Chinese method of using the medicines.

The nature of the ailment is very mild, but its action is exceedingly good, possessing, wonderfully curative effects in both internal and external diseases. As it is an invaluable medicine it should be kept on hand ready for use by all persons, whether at home or abroad.

**DIRECTIONS.**

For external use rub the oil on the temples forehead, between the eyebrows, back of the ears and neck, on the chest and back on the abdomen or wherever the pain or soreness is seated. It must be rubbed on for 5 minutes. For toothache put a little in the tooth on cotton and rub on the gums. The oil has beneficial effects in headache, fainting, colds, sore throat, stomach-ache, colic pains, rheumatism, numbness of the limbs, pain in the back, cramp, head, swelling and inflammations, influenza, diarrhoea, flatulency, pain in the head and convulsions after childbirth, prickly heat, boils, and mosquito bites.

Internally the dose is five drops in a little water and it is to be repeated every two or three hours, at the same time using it externally.

The proprietor of the Kwong Chi Koon Drug Store of Canton has placed in my hands for examination a number of his preparations with the recipe for each.

His "U I YAU" or "As you wish Oil" has a wide circulation and is very much used. It is composed of aromatic and stimulant herbs and barks, most of which are well known in our pharmacopoeia, together with plumbago (a costly kind of camphor) bismuth, castor seed, with two or three other less known articles, but none of the objectionable substances which enter into many Chinese medicines. It is one of the combinations which has real merits and it is not strange that it has attained so wide a reputation for the relief of maladies for which it is recommended.

(Signed) Doctor J. G. KERR,  
Canton, China.

Any order, please apply to—  
Messrs. DARTLEY & Co.,  
No. 19, Queen's Road Central,  
Hongkong.

Who are appointed Sole Agents for the sale of all the above.

**KWONG CHI KOON,**  
Hongkong, 5th May, 1900. 1872

**THE CHRONICLE AND DIRECTORY FOR CHINA, JAPAN, CORREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c., FOR 1900.**  
**THE THIRTY-THIRD ANNUAL ISSUE.**







## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, via PORT OF CALL	VALETTA	Brit. str.	—	F. N. Tiltard	P. & O. S. N. Co.	To-day, at Noon.
LONDON via SUZ CANAL	STENTOR	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 24th inst.
LONDON via SUZ CANAL	CALCHAS	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE	On 7th Aug.
BREMEN, via PORT OF CALL	RHIPUS	Brit. str.	—	Grosch	BUTTERFIELD & SWIRE	On 21st Aug.
MARSEILLES, &c, via PORT OF CALL	STUTTGART	Ger. str.	—	Dupuy Fromy	MELCHERS & CO.	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, v. SPORE, &c.	TOKIN	Fr. str.	—	G. Anderson	MESSAGERIES MARITIMES	On 30th inst., at 1 P.M.
MARSEILLES & LONDON	HITACHI MARU	Jap. str.	—	G. W. Babot	NIPPON YUSEN KAISHA	On 27th inst., at Daylight.
LIVERPOOL DIRECT	BANCA	Brit. str.	—	Gries	P. & O. S. N. Co.	On or about 14th Aug.
HAVRE & HAMBURG	SARFEDON	Ger. str.	—	Pfaff	BUTTERFIELD & SWIRE	On or about 26th Aug.
HAVRE & HAMBURG	NURBURG	Ger. str.	—	Brann	CARLOWITZ & CO.	On or about 4th Sept.
HAVRE & HAMBURG	MAHROG	Ger. str.	—	Binner	CARLOWITZ & CO.	On or about 15th Sept.
HAVRE & HAMBURG	SAKONIA	Ger. str.	—	Kroch	CARLOWITZ & CO.	On or about 30th Sept.
NEW YORK via SUZ CANAL	ACADA	Brit. str.	—	Petersen	SHEWAN, TOMES & CO.	On 28th inst.
NEW YORK via SUZ CANAL	ALBENGA	Ger. str.	—	W. E. Craven	CARLOWITZ & CO.	On or about 4th Aug.
NEW YORK via SUZ CANAL	INDRAYELLI	Brit. str.	—	G. E. Elliot	JARDINE, MATHESON & CO.	On or about 24th Aug.
VICTORIA, B.C., & TACOMA v. AMOY, &c.	BRECONSHIRE	Brit. str.	—	H. Pybus, R.N.R.	DODWELL & CO., LIMITED	On 28th inst.
VICTORIA & VANCOUVER, B.C., via MOST, &c.	TARTAR	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 13th Aug.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	—	J. Kennedy	CANADIAN PACIFIC R. CO.	On 8th Aug.
PORTLAND, OREGON, &c.	MONMOUTHSHIRE	Brit. str.	—	—	DODWELL & CO., LIMITED	On 4th Aug.
SAN FRANCISCO via SHANGHAI, &c.	DORIC	Brit. str.	—	—	O. & O. S. N. Co.	On 7th Aug., at Noon.
SAN FRANCISCO via SHANGHAI, &c.	HONGKONG MARU	Jap. str.	—	—	TOYO KISEN KAISHA	Today, at Noon.
SAN FRANCISCO via SHANGHAI, &c.	CHINA	Brit. str.	—	—	PACIFIC MAIL S. S. Co.	On 31st inst., at Noon.
AUSTRALIAN PORTS.	CARLEISLE CITY	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 6th Aug.
GERMAN COLONIAL & AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 27th inst., at 4 P.M.
YOKOHAMA, via NAGASAKI & KOBÉ	EASTERN	Ger. str.	—	—	GIBB, LIVINGSTON & CO.	On 27th inst., at 5 P.M.
YOKOHAMA, via NAGASAKI & KOBÉ	MONSIEUR	Brit. str.	—	—	MELCHERS & CO.	On 5th Sept., at Noon.
SHIMONOSEKI	ROSETTA	Brit. str.	—	—	P. & O. S. N. Co.	To-day, at 3 P.M.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	KANSA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-day, at Noon.
SHANGHAI	PAKHOT	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst., at Noon.
SWATOW, AMOY & TAMSUI	JAVA	Brit. str.	—	—	P. & O. S. N. Co.	On or about 28th inst.
SWATOW	CHUBAN	Brit. str.	—	—	C. T. Donny	On or about 3rd Aug.
SWATOW, AMOY & TAIWANFOO	MAIDZURU MARU	Jap. str.	—	—	T. Ogata	To-morrow, at Daylight.
MANILA	THALES	Brit. str.	—	—	DODWELL & CO., LIMITED	To-day, at 11 A.M.
CEBU & ILOILO	ANPING MARU	Jap. str.	—	—	MITSUI BUSSAN KAISHA	On 25th inst., at Daylight.
SINGAPORE, PENANG & CALCUTTA	MENMUIE	Brit. str.	—	—	SHEWAN TOMES & CO.	On 23rd inst., at 5 P.M.
	YAWATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 27th inst., at 4 P.M.
	KAIFONG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
	KUNSHAN	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 27th inst., at Noon.

## SHIPPING.

**ARRIVALS.**  
 July 19, Chow Tai, German str., 1,115, J. Morris, Bangkok str., 12th July and Koh-chang 14th, General.—CHINESE.  
 July 19, MAHROG MARU, Japanese str., 667, Ogata, Tamsui 15th July and Swatow 18th, General.—M. B. KAISHA.  
 July 20, TOONAN, American str., 1,356, Blethen, Canton 19th July, General.—CHINESE.  
 July 20, HERMES, Norwegian str., 849, Jensen, Hongay 17th July, Coals.—JARDINE, MATHESON & CO.  
 July 20, BARON INTRIDALE, British str., 2,040, Bridges, Barry 6th June and Singapore 13th July, Coals.—ADMIRALTY.  
 July 20, HIKOSAN MARU, Japanese str., 2,340, Hallstrom, Kutchinotzu 13th July, Coals.—M. B. KAISHA.  
 July 20, SAIRI, Japanese str., 690, Nishida, Baku 11th July, Oil.—ARMED, KARBURG & CO.  
 July 20, AFGHANISTAN, British str., 2,190, J. Williamson, Amoy 19th July, General.—DODWELL & CO., LTD.  
 July 20, IDZUMI MARU, Jap. str., 2,301, M. J. Chawar, Moji 16th July, General.—N. Y. KAISHA.  
 July 20, KATSUMO MARU, Japanese str., 1,500, Inoue, Singapore 13th July, Timber.—MASTER.

## CLEARANCES.

**AT THE HARBOR MASTER'S OFFICE.**  
 20th JULY.  
 Toonnan, American str., for Shanghai.  
 Hermes, Norwegian str., for Hongay.  
**DEPARTURES.**  
 July 20, MAHROG MARU, Japanese str., for Kobe.  
 July 20, QUANTA, German str., for Canton.  
 July 20, SUNGKIANG, British str., for Manila.  
 July 20, LOONGSANG, British str., for Manila.  
 July 20, EASTERN, British str., for Moji.

## VESSELS IN DOCK.

**AMERICAN DOCKS.**—U.S.S. Monterey, Changsha, Argus, Taichow, Wuchow, Triton, Algon, Maidzuru Maru.  
**COSMOPOLITAN DOCK.**—Goodwin.

## VESSELS ON THE BERTH

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

## FOR SWATOW.

**THE Company's Steamship**  
**"THALES."**  
 Captain Passmore, will be despatched for the above port TO-DAY, the 21st inst., at 11 A.M.  
 For Freight or Passage, apply to  
**DOUGLAS LAPELAK & CO.,**  
 General Managers.  
 Hongkong, 20th July, 1900. [2024]

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

**STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.**

**THROUGH BILLS OF LADING ISSUED FOR**  
 BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS.

## THE Steamship

**"VALETTA."**  
 Captain F. N. Tiltard, carrying Her Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 21st July, 1900, at Noon, taking passengers and cargo for the above ports, Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.  
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
 Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
 For further particulars, apply to  
**A. M. MARSHALL,**  
 Acting Superintendent.  
 Hongkong, 20th July, 1900. [1]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

**FOR SWATOW, AMOY, AND TAMSUI.**

## THE Company's Steamship

**"MAIDZURU MARU."**  
 Captain T. Ogata, will be despatched for the above ports, TO-MORROW, the 22nd inst., at DAYLIGHT.  
 For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
 Agents.  
 Hongkong, 16th July, 1900. [15]

## VESSELS ON THE BERTH

## TOYO KISEN KAISHA.

**TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.**

## PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu), SATURDAY, July 21, 1900, at Noon.  
 NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu), THURSDAY, Aug. 16, 1900, at Noon.  
 AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu), TUESDAY, Sept. 11, 1900, at Noon.

**THE Steamship "HONGKONG MARU"** will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 21st July, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.  
 Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havas, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

**C. L. GORHAM,** Acting Agent.

Hongkong, 20th June, 1900. [6]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR SHIMONOSEKI.

## THE Company's Steamship

**"PAKHOT."**  
 will be despatched as above on MONDAY, the 23rd inst., at Noon, instead of as previously notified.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
 Agents.  
 Hongkong, 17th July, 1900. [1938]

## OCEAN STEAMSHIP COMPANY.

## FOR LONDON VIA SUZ CANAL.

**THE Company's Steamship**  
**"STENTOR."**  
 Captain Jackson, will be despatched as above on TUESDAY, the 24th July.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
 Agents.  
 Hongkong, 15th June, 1900. [1758]

## NORTHERN PACIFIC STEAMSHIP CO.

**PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.**

**FOR VICTORIA, B.C. AND TACOMA**  
 IN CONNECTION WITH  
**NORTHERN PACIFIC RAILWAY CO.**  
**FOR PORTLAND, OREGON,**  
 IN CONNECTION WITH  
**OREGON RAILROAD AND NAVIGATION CO.**

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
BRECONSHIRE	3,567	G. E. Elliot	July 28	MONSHIRE	2,872	J. Kennedy	Aug. 4
VICTORIA	3,508	J. Pantou	Aug. 7	BEAUMAR	3,601	W. Watt	Aug. 25
QUEEN ADELAIDE	2,832	F. McNair	Aug. 20	ARGOL	2,907	W. S. Thomson	Sept. 20
DUKE OF FIFE	3,521	J. S. Cox	Sept. 3	MONSHIRE	2,872	J. Kennedy	Oct. 20

**THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.**

**HONGKONG TO LONDON, 447.**  
 Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried.  
 Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.  
**HONGKONG TO NEW YORK, 441.**

The Railroad travelling is second to none on the American Continent. Magnificent Scenery to the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route **HONGKONG TO VICTORIA, TACOMA, or PORTLAND, 428.**

The best route to the KLONDYKE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA and PORTLAND to DYE and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, Goods Shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to

**DODWELL & CO., LIMITED,**  
 General Agents.  
 Hongkong, 24th May, 1900. [10]

## NIPPON YUSEN KAISHA

**(THE JAPAN MAIL STEAMSHIP COMPANY).**

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KASUGAMARU	NAGASAKI, KOBÉ & YOKOHAMA	SATURDAY, 21st July, at Noon.
E. W. Haswell		
HITACHI MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 27th July, at DAYLIGHT.
G. Anderson		
YAWATA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE.	FRIDAY, 27th July, at 4 P.M.
A. E. Moses		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

**A. S. MIHARA,** Manager.  
 Hongkong, 10th July, 1900. [12]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

**FOR** **STEAMERS** **TO SAIL ON** **REMARKS.**

LONDON, &c.	VALETTA	F. N. Tiltard	Noon, 21st July	See Special Advertisement.
YOKOHAMA via NAGASAKI and KOBÉ	ROSETTA	C. C. Talbot, R.N.R.	3 P.M. 21st July	(Passing through the Inland Sea). Freight or Passage.
SHANGHAI, NAGASAKI, KOBÉ and YOKOHAMA	JAVA	G. W. Gordon, R.N.R.	About 23th July	Freight or Passage.
SHANGHAI	CHUBAN	C. T. Donny	About 3rd August	Freight or Passage.
MARSEILLES and LONDON	BANCA	G. W. Babot	About 14th August	Freight.

For Further Particulars, apply to  
**A. M. MARSHALL,** Acting Superintendent.  
 Hongkong, 18th July, 1900. [1]

## VESSELS ON THE BERTH

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

**THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.**  
 CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

**SAFETY.** **SPEED.** **PUNCTUALITY.**  
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

**"EMPEROR OF CHINA,"** Comdr. R. Archibald, R.N.R., WEDNESDAY, 8th Aug., 1900  
**"EMPEROR OF INDIA,"** Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 29th Aug., 1900  
**"EMPEROR OF JAPAN,"** Comdr. G. A. Lee, R.N.R., WEDNESDAY, 26th Sept., 1900

**THE magnificent TWIN-SCREW STEAMSHIPS** of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

**SPECIAL RATES** (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

**THE DINING CARS and MOUNTAIN HOTELS** of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

**D. E. BROWN,** General Agent,  
 Pedder Street.

Hongkong, 18th July, 1900. [9]

## HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD

**(FREIGHT SERVICE).** **(FREIGHT SERVICE).**

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA, and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

**SUBJECT TO ALTERATION.**

STEAMERS.	DESTINATIONS.	SAILING DATES.
NURNBERG	HAVRE & HAMBURG	About 26th Aug.
Capt. Pfaff	(London with transhipment in Hamburg)	Freight.
* SIBIRIA	HAVRE & HAMBURG	About 4th Sept.
Capt. Braun	(London with transhipment in Hamburg)	Freight and Passage.
MARBURG	HAVRE & HAMBURG	About 15th Sept.
Capt. v. Binzer	(London with transhipment in Hamburg)	Freight.
SAXONIA	HAVRE & HAMBURG	About 30th Sept.
Capt. Kroch	(London with transhipment in Hamburg)	Freight.

\* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to

**CARLOWITZ & CO.,**  
 AGENTS.

**HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.**  
**OSTASIATISCHER FRACHTDAMPFER DIENST.**

Hongkong, 18th July, 1900. [13]

## IMPERIAL GERMAN MAIL LINE.

**NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.**

**STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.**

**PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.**

**STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.**  
**N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.**

## PROPOSED SAIL



## VESSELS ON THE BERTH

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA.

**THE Company's Steamship**

"MENMUIR,"  
Captain R. W. Almond, will be despatched as above on MONDAY, the 23rd inst., at 5 p.m.  
The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.  
For Freight or Passage, apply to  
**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, 18th July, 1900. [2006]

## FOR CEBU AND ILOILO.

**THE Company's Steamship**

"KAIFONG,"  
Captain Pennofer, will be despatched as above on WEDNESDAY, the 25th instant, at 4 p.m.  
The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 14th July, 1900. [1928]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR SINGAPORE, PENANG AND CALCUTTA.

**THE Company's Steamship**

"KUMSANG,"  
Captain Payne, will be despatched as above on FRIDAY, the 27th inst., at Noon.  
For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.,**  
General Managers.  
Hongkong, 20th July, 1900. [2025]

## NIPPON YUSEN KAISHA.

**THE Company's Steamship**

"YAWATA MARU,"  
(3,800 tons gross, Captain A. E. Moss), will be despatched for the above port on FRIDAY, the 27th instant, at 4 p.m.  
This new Mail steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewards are carried. Return tickets issued by this Company are available for return by steamers of the other Lines.  
For Freight or Passage, apply to  
**A. S. MIHARA,**  
Manager.  
Hongkong, 18th July, 1900. [2014]

## SHEWAN, TOMES &amp; CO.'S NEW YORK LINE.

**THE Steamship**

"ACARA,"  
will be despatched for the above port on SATURDAY, the 28th instant.  
For Freight, apply to  
**SHEWAN, TOMES & CO.,**  
Agents.  
Hongkong, 10th June, 1900. 1949

## CANADIAN PACIFIC RAILWAY COMPANY.

**FOR PACIFIC COAST, CANADA AND THE UNITED STATES.**

**THE C. P. R. Company's Steamship**

"TARTAR," Commander H. PRUB, R.N.B., 4,425 Tons Gross Register, Will be despatched on or about Wednesday, 15th AUGUST, 1900.

For **VICTORIA AND VANGOVER, B.C.** via MOJO, KORE and YOKOHAMA (and via Coast Ports and Shanghai if sufficient inducement offers).

The Vessel has excellent accommodation for Saloon Passengers.  
Through Passage Tickets issued to all points. Through Bills of Lading issued to Pacific Coast, Canada and the United States.  
For information as to rates of Freight and Passage, &c., apply to  
**D. E. BROWN,**  
General Agent.  
Hongkong, 21st July, 1900. 1911

## OCEAN STEAMSHIP COMPANY.

**FOR LONDON VIA SUEZ CANAL.**

**THE Company's Steamship**

"RHIPUS,"  
will be despatched as above on TUESDAY, the 21st August.  
For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 14th July, 1900. [1983]

**UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.**

**FOR NEW YORK VIA SUEZ CANAL.**

**THE Steamship**

"INDRAVELLI,"  
Captain W. E. Craven, will be despatched as above on or about the 24th August.  
For Freight, apply to  
**JARDINE, MATHESON & CO.,**  
Agents.  
Hongkong, 20th July, 1900. [2026]

**NORDDEUTSCHER LLOYD.**

**REGULAR SERVICE FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.**  
Calling at SAIPAN, PONAPE, FRIEDRICH-WILHELMSHAFEN, FINSCHAFEN, HERBERTS-HOHE, TOWNSVILLE, ROCKHAMPTON, BRISBANE and SYDNEY.

On WEDNESDAY, the 5th September, 1900, at Noon.  
**THE Steamship**

"MUNCHEN,"  
(4,538 Reg. Tonnage)  
Captain Krohn, with Mail, Passengers, Specie and Cargo, will leave this Port as above.

The steamer has splendid accommodation and carries a Doctor and Stewards.  
Linen can be washed on board.  
For further Particulars, apply to  
**MELCHERS & CO.,**  
Agents.  
Hongkong, 19th July, 1900. [2018]

## VESSELS ON THE BERTH

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROD. M. SLOMAN &amp; CO., HAMBURG.)

## FOR NEW YORK VIA SUEZ CANAL.

**THE full-powered Steamship**

"ALBENGA,"  
Capt. Petersen, will be despatched for the above port on or about 4th August.  
For Freight, apply to  
**CARLOWITZ & CO.,**  
Agents.  
Hongkong, 12th July, 1900. [1617]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE  
ATCHESON, TOPEKA AND SANTA FE  
RAILROAD CO

PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
AND SAN FRANCISCO,  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.

TAKING CARGO AND PASSENGERS  
TO JAPAN PORTS AND  
HONOLULU.

THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH  
AMERICA, &c.

S.S. "CARLISLE CITY" About 6th Aug.  
S.S. "STRATFORD" About 15th Sept.

**THE Steamship "CARLISLE CITY"**  
will be despatched for SHANGHAI,  
MOJO, KORE, YOKOHAMA, SAN DIEGO  
AND SAN FRANCISCO, on MONDAY, the  
6th August.

Through Bills of Lading issued to any point  
in the United States.  
Cargo will be received on board until 5 p.m.  
the day previous to sailing. Parcel Packages  
will be received at the Office until the same  
time. All parcels should be marked to address  
in full. Value of same is required.  
Consular Invoices, to accompany Cargo  
destined to points beyond San Diego, should be  
sent to the Company's Office, addressed to the  
Collector of Customs, San Diego.  
For further information as to Freight or  
Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, China and Japan. [14]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES.

MEXICO, CENTRAL AND SOUTH  
AMERICA, AND EUROPE, VIA THE  
OVERLAND RAILWAYS AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG:  
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Aug. 7 at Noon.  
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Sept. 1, at Noon.  
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Sept. 27, at Noon.

**THE Company's Steamship "DORIC"**  
will be despatched for SAN FRANCISCO via SHANGHAI, YOKOHAMA, KORE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 7th August, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.  
**C. L. GORHAM,**  
Acting Agent.  
Hongkong, 14th July, 1900. [4]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

**FOR SYDNEY AND MELBOURNE.**  
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

**THE Steamship**

"EASTERN,"  
Captain Ellis, will be despatched for the above ports on THURSDAY, the 9th August, at 5 p.m.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
The Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.  
For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
Agents.  
Hongkong, 19th July, 1900. 1912

## VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERRY,  
MADRAS, CALCUTTA, DJIBOUTI,  
EGYPT, MARSEILLES, MEDITE-  
RANEAN AND BLACK SEA PORTS,  
LONDON, HAVRE, BORDEAUX,  
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 30th July, 1900, at 1 p.m., the Company's Steamship "TONKIN," Captain Dupuy Fromy, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via Ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 29th July. (Parcels are not to be sent on board; they must be left at the Agency Office.) Contents and Value of Packages are required.

For further Particulars, apply to the Company's Office:  
**G. DE CHAMPEAUX,**  
Agent.  
Hongkong, 17th July, 1900. [2]

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG:  
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, July 31, at Noon.  
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Aug. 25, at Noon.  
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Sept. 18, at Noon.

**THE Company's Steamship "CHINA"**  
will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KORE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 31st July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the Southern Pacific, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the Southern Pacific, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight and Passage, apply to the Agency of the Company, Queen's Building.  
**C. L. GORHAM,**  
Acting Agent.  
Hongkong, 6th July, 1900. [3]

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

**THE Company's Steamship**

"CALCHAS,"  
Captain Bartlett, will be despatched as above on TUESDAY, the 7th August.  
For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 30th June, 1900. [1865]

## OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

**THE Company's Steamship**

"SARPEDON,"  
Captain Grier, will be despatched as above on FRIDAY, the 10th August.  
For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 14th July, 1900. [1893]

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:  
GLENSHIRE, British bark, Burns, Sander, Wieler & Co.  
J. P. HITCHCOCK, Amr. ship, Gates, Siemens & Co.  
B. C. RICKMERS, German ship, Otto, Arnold, Karberg & Co.

## NOTICES TO CONSIGNEES.

STEAMSHIP "ANNAM."

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London ex s.s. *Peiho*, and Bordeaux ex s.s. *Ville de Montevideo*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 15th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 23rd instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before MONDAY, the 23rd instant, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 23rd inst., at 9 a.m.  
No Fire Insurance has been effected.  
**G. DE CHAMPEAUX,**  
Agent.  
Hongkong, 15th July, 1900. [2]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM TRIESTE, FUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

**THE Steamship**

"FRANZ FERDINAND,"  
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This vessel brings Cargo from Venice, ex s.s. *Musimilino* and ex s.s. *Thetis*, transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately. No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the undersigned before Noon on the 25th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th inst. will be subject to rent.

Bills of Lading will be countersigned by **SANDER, WIELER & CO.,**  
Agents.  
Hongkong, 18th July, 1900. [6]

## FROM HAMBURG, PENANG AND SINGAPORE.

## THE H.A.L. Steamship

"EVA,"  
Captain Petersen, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 3 p.m.  
No Fire Insurance has been effected.  
**SIEMSEN & CO.,**  
Agents.  
Hongkong, 17th July, 1900. [2003]

## OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"ORESTES,"  
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 18th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 25th instant will be left in the Godowns, where they will be examined at 11 a.m. on the 25th instant.  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 18th July, 1900. [2013]

## OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"RHIPUS,"  
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 18th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 25th instant will be left in the Godowns, where they will be examined at 11 a.m. on the 25th instant.  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 18th July, 1900. [1983]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

**THE Company's Steamship**

"KUMSANG,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 25th inst., will be landed at Consignees' risk and expense into Godowns at East Point.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by **JARDINE, MATHESON & CO.,**  
General Managers.  
Hongkong, 18th July, 1900. [2012]

## NOTICES TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO, AND STRAITS.

## NOTICE TO CONSIGNEES.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:  
From London, &c., ex s.s. *India*, *Parramatta* and *Arabia*.  
From Australia, &c., ex s.s. *Oceana*.  
From Madras, &c., ex s.s. *Zamania*.  
From Persian Gulf, ex s.s. *Mahmudi*, *H. Balcior*, *Assyria* and *Kilma*.  
From Zanzibar, &c., ex s.s. *Nizam*.

Optional goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 25th instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.  
**A. M. MARSHALL,**  
Acting Superintendent.  
Hongkong, 19th July, 1900. [1]

## HONGKONG STEAMERS.

Afghanistan, British str., 2,190, Williamson, July 20, Dodwell & Co., Limited.  
Algoa, British str., 7,575, Hansford, July 11, P. M. S. S. Co.  
Baron Invernale, British str., 2,040, Bridges, July 23, Admiralty.

Beumohr, British str., 1,829, Wallace, July 16, Gibb, Livingston & Co.  
Changsha, British str., 1,463, Moore, May 29, Butterfield & Swire.  
Chowat, British str., 1,115, Morris, July 20, Chinese.

Crown of Arragon, British str., 1,474, Dorward, July 12, Gilman & Co.  
Eva, German steamer, 2,053, Peterson, July 15, Siemens & Co.  
Franz Ferdinand, Aust. str., 3,860, Constanzo, July 18, Sander, Wieler & Co.  
Goodwin, British str., 2,832, Jackson, June 4, Dodwell & Co., Limited.

Hanoi, French steamer, 740, Pannier, July 5, A. R. Marty.  
Hermes, Norwegian str., 849, Jensen, July 20, Jardine, Matheson & Co.  
Hikosan Maru, Jap. str., 2,240, Hallstrom, July 20, M. E. Kaisha.

Hongkong Maru, Jap. str., 3,340, Filmer, July 12, Toyo Kisen Kaisha.  
Idsumi Maru, Jap. str., 2,901, Cunow, July 20, Nippon Yusen Kaisha.  
Kasuga Maru, Jap. str., 3,368, Haswell, July 18, Nippon Yusen Kaisha.  
Katsuno Maru, Jap. str., 1,500, Inoue, July 20, Master.

Konggwai, British str., 1,115, Groves, July 16, Butterfield & Swire.  
Kong Beng, British str., 862, Joslin, July 18, Butterfield & Swire.

Kumsang, British str., 2,078, Payne, July 18, Jardine, Matheson & Co.  
Muldur Maru, Jap. str., 607, Ogata, July 19, M. E. Kaisha.

Masung, British str., 1,020, Kynock, July 10, Jardine, Matheson & Co.  
Memmar, British str., 1,996, Almond, July 7, Shewan, Tomes & Co.

Nanyang, Ger. str., 988, Lohmann, July 17, Siemens & Co.  
Pelase, British str., 1,700, Connell, July 8, Arnold, Karberg & Co.  
Petraich, German str., 1,252, Uecker, July 17, Sander, Wieler & Co.

Rosetta, British str., 2,039, Talbot, July 18, P. O. S. N. Co.  
Sabine Rickmers, British str., 690, Naslet, July 20, Arnold, Karberg & Co.  
Sandakan, German str., 1,300, Muhle, July 9, Melchers & Co.

Taichoung, German str., 928, Ahrens, July 11, Meyer & Co.  
Thales, British steamer, 820, Passmore, July 19, Douglas Lapsack & Co.

Toonau, American str., 1,336, Blotien, July 16, Chinese.  
Tricot, German str., 1,033, Solikalkier, July 12, Dodwell & Co., Limited.

Valencia, British str., 2,247, Tillard, July 19, P. O. S. N. Co.  
Yorihime Maru, Jap. str., 1,742, Minamikawa, July 17, Japanese.

SAILING VESSELS.  
Carmanian, British ship, 1,772, Bunn, July 9, Standard Oil Co.  
Esmeralda, British ship, 130, Harrison, April 14, Jardine, Matheson & Co.



## POST OFFICE NOTICES.

The China, with the American Mail, dated San Francisco 22nd June, left Shanghai on Thursday, the 19th inst., at daylight, and may be expected here to-day.

## MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR
Swatow, Nagasaki, Kobe and Yokohama	Thos. ... Kasuga Maru	Saturday, 21st, 10.50 A.M. Saturday, 21st, 10.50 A.M. Circulars, 21st. Registration, 21st. Papers, 21st. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters, 21st, 10.45 A.M. Saturday, 21st, 10.45 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Europe, Asia, India via Taticoria	Valde ...	Saturday, 21st, 10.50 A.M. Saturday, 21st, 10.50 A.M. Circulars, 21st. Registration, 21st. Papers, 21st. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters, 21st, 10.45 A.M. Saturday, 21st, 10.45 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Hongkong and San Francisco	Hongkong Maru	Saturday, 21st, 10.50 A.M. Saturday, 21st, 10.50 A.M. Circulars, 21st. Registration, 21st. Papers, 21st. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters, 21st, 10.45 A.M. Saturday, 21st, 10.45 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Shanghai, Nagasaki, Kobe and Yokohama	Toonin ... Rosa ... Nanyang ... Said ... Midway Maru ... Hikoma Maru ... Keong ... Pachin ... Mou ... Kai ...	Saturday, 21st, 10.50 A.M. Saturday, 21st, 10.50 A.M. Saturday, 21st, 10.50 A.M. Saturday, 21st, 10.50 A.M. Saturday, 21st, 10.50 A.M. Saturday, 21st, 10.50 A.M. Saturday, 21st, 10.50 A.M. Saturday, 21st, 10.50 A.M. Saturday, 21st, 10.50 A.M. Saturday, 21st, 10.50 A.M.
Europe, Asia, India via Taticoria	Statist ...	Saturday, 21st, 10.50 A.M. Saturday, 21st, 10.50 A.M. Circulars, 21st. Registration, 21st. Papers, 21st. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters, 21st, 10.45 A.M. Saturday, 21st, 10.45 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Singapore, Penang and Calcutta	Kun ...	Saturday, 21st, 10.50 A.M. Saturday, 21st, 10.50 A.M. Circulars, 21st. Registration, 21st. Papers, 21st. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters, 21st, 10.45 A.M. Saturday, 21st, 10.45 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Europe, Asia, India via Taticoria	Tou ...	Saturday, 21st, 10.50 A.M. Saturday, 21st, 10.50 A.M. Circulars, 21st. Registration, 21st. Papers, 21st. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters, 21st, 10.45 A.M. Saturday, 21st, 10.45 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Empress of China	Saturday, 21st, 10.50 A.M. Saturday, 21st, 10.50 A.M. Circulars, 21st. Registration, 21st. Papers, 21st. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters, 21st, 10.45 A.M. Saturday, 21st, 10.45 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)

Meeting of the members of the Hongkong Jockey Club, Hongkong Hotel, noon.  
Sale, Furniture, Richmond Road, Messrs. Hughes and Hough, 2.30 p.m.  
Sale, Sundries, Sales Rooms, Mr. Paul Brewitt, 3 p.m.  
Competition for Cup and Spoons, Hongkong Rifle Association, 3 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

ON LONDON.—	
Telegraphic Transfer	2/0
Bank Bills, on demand	2/0 1/2
Bank Bills, at 30 days' sight	2/0 1/2
Bank Bills, at 3 months' sight	2/0 1/2
Credits, at 1 month's sight	2/0 1/2
Documentary Bills, 4 months' sight	2/0 1/2
ON PAIRS.—	
Bank Bills, on demand	2/5 1/2
Credits, at 1 month's sight	2/5 1/2
ON GERMANY.—	
On demand	2/0 5/8
ON NEW YORK.—	
Bank Bills, on demand	48 1/2
Credits, 60 days' sight	49 1/2
ON BOMBAY.—	
Telegraphic Transfer	150 1/2
Bank, on demand	150 1/2
ON CALCUTTA.—	
Telegraphic Transfer	150 1/2
Bank, on demand	150 1/2
ON SHANGHAI.—	
Bank, at sight	71
Private, 30 days' sight	72
ON YOKOHAMA.—	
On demand	23 p. c. pm.
ON MANILA.—	
On demand	24 p. c. pm.
ON SINGAPORE.—	
On demand	4 p. c. pm.
ON BATAVIA.—	
On demand	120 1/2
ON HAMBURG.—	
On demand	3 p. c. pm.
ON SAIGON.—	
On demand	24 p. c. pm.
ON BANGKOK.—	
On demand	80
SOVEREIGNS, Bank's Buying Rate	9/10
GOLD LEAF, 100 fine, per tael	53/50
BAR SILVER, per oz.	25 1/2

Quotations are:— Allow 1 cent to 1 cent.  
Malwa New 8870 to 8880 per picul.  
Malwa Old 8890 to 8900  
Malwa Older 8920 to 8930  
P. P. per-wrapped 8870 to  
Persian fine quality 8910 to  
Persian extra fine 8950 to  
Pala New 8920 to per chest.  
Patna Old 31,040  
Benares New 8920  
Benares Old 8920

## VESSELS EXPECTED.

**THE AMERICAN MAIL.**  
The China, with the American Mails, left Shanghai on Thursday, the 19th inst., at daylight, and may be expected here to-day.  
The O. & C. steamer Doris, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 30th ult.  
The T. K. K. steamer Nippon Maru, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 10th inst.  
**THE GERMAN MAIL.**  
The Imperial German Mail steamer Weimar carrying the German Mails with dates from Berlin of the 25th June, left Colombo on Saturday, the 14th inst., and may be expected here on or about Wednesday, the 25th inst.  
The Imperial German Mail steamer Stuttgart left Kobe via Nagasaki, Shanghai and Fookow on Sunday, the 15th inst., and may be expected here on or about Wednesday, the 25th inst.  
The C. P. R. steamer Empress of China left Vancouver on Tuesday, the 16th of July, for Hongkong, via usual ports of call.  
**MERCHANT STEAMERS.**  
The C. & O. steamer Caribee City left Yokohama on the 19th inst., and may be expected here on or about 25th inst.  
The C. P. R. steamer Tartar left Vancouver on the 12th inst., and is due at Hongkong on the 4th proximo.  
The Austrian Lloyd steamer Agata left Singapore for this port on Monday, 16th inst.  
The N. P. steamer Africa, from Europe and India, left Singapore on the 15th inst., and is due here on Saturday, the 21st inst.

## JOINT STOCK SHARES.

HONGKONG, 30th July.					
Stocks	No. of Shares	Issue Price	Par Value	Last Dividend	Closing Quotations
BANKS					
Hongkong and Shanghai Banking Corporation Ltd.	80,000	\$125	\$125	30/- div. & 10/- bonus at 1/11/11—\$24.50 for 1900 (1900)	300 p. ex. pr. \$250
Bank of China & Japan, Ltd.	100,000	48	48	None	24
Bank of India & China, Ltd.	100,000	210	210	3/- for 1899	247 buyers
Bank of China & Japan, Ltd.	100,000	210	210	3/- for 1899	247 buyers
MARINE INSURANCE					
Union Marine Insurance Co., Ltd.	100,000	250	250	3/- for 1899	247 buyers
China Marine Insurance Co., Ltd.	100,000	250	250	3/- for 1899	247 buyers
North China Insurance Co., Ltd.	100,000	250	250	3/- for 1899	247 buyers
Yanchoing Marine Insurance Co., Ltd.	100,000	250	250	3/- for 1899	247 buyers
China Marine Insurance Co., Ltd.	100,000	250	250	3/- for 1899	247 buyers
FIRE INSURANCE					
Hongkong Fire Insurance Co., Ltd.	100,000	250	250	3/- for 1899	247 buyers
China Fire Insurance Co., Ltd.	100,000	250	250	3/- for 1899	247 buyers
North China Insurance Co., Ltd.	100,000	250	250	3/- for 1899	247 buyers
Yanchoing Fire Insurance Co., Ltd.	100,000	250	250	3/- for 1899	247 buyers
China Fire Insurance Co., Ltd.	100,000	250	250	3/- for 1899	247 buyers
SHIPING					
Hongkong and Shanghai Steamship Co., Ltd.	100,000	250	250	3/- for 1899	247 buyers
China Marine Insurance Co., Ltd.	100,000	250	250	3/- for 1899	247 buyers
China & Japan S. S. Co., Ltd.	100,000	250	250	3/- for 1899	247 buyers
Douglas Steamship Co., Ltd.	100,000	250	250	3/- for 1899	247 buyers
China Marine Insurance Co., Ltd.	100,000	250	250	3/- for 1899	247 buyers
China & Japan S. S. Co., Ltd.	100,000	250	250	3/- for 1899	247 buyers
Star Ferry Co., Limited	100,000	250	250	3/- for 1899	247 buyers
Shanghai & Peking Co., Ltd.	100,000	250	250	3/- for 1899	247 buyers
MISCELLANEOUS					
China Sugar Refining Co., Ltd.	100,000	250	250	3/- for 1899	247 buyers
Luzon Sugar Refining Co., Ltd.	100,000	250	250	3/- for 1899	247 buyers
China & Japan S. S. Co., Ltd.	100,000	250	250	3/- for 1899	247 buyers
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